City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Numbers: 3011897

Applicant Name: Patrick Foley

Address of Proposal: 4111 Stone Way North

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a four story mixed use building containing 27 residential units, 1,500 sq. ft. of commercial space and at grade parking for 19 vehicles. Proposal includes demolition of two existing structures.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

* Notice of the Early Determination of Non-significance was published on October 20, 2011.

PROJECT DESCRIPTION

The applicant proposes a four story mixed use building with two commercial spaces (approximately 1,500 square feet) fronting Stone Way N., at grade parking (19 spaces) behind the commercial use, and three floors of residences (approximately 27 units).

The applicant presented DPD with three massing options. Commonalities included parking access from locations on both alleys with a garage behind the commercial use at street level and three upper floors of residential use. Variations occurred in the massing of the three options. In Option A, the three floors of residential use stepped back slightly on the south and west facades from the first floor plinth. The second alternative, or Option B, had a sizeable notch removed from the mass of the three upper levels. This notch occurred at the southwest corner creating, as in the previous option, residential units in close proximity to the adjacent building and house to the south. Option C shifted the notch to the center of the south façade, producing a light well to bring sunlight into the units with southern exposure. The applicant preferred scheme would require departures from setback regulations on the west closest to the neighboring single family zone and from commercial depth regulations.

The submitted Master Use Permit plans refined Option # C. The applicant responded to the early design guidance by providing visual relief from the building mass's presence on the neighbors to the west. The design showed a set back at the upper most floor forming a west facing deck, a lighter material color at the same floor level and plantings on the deck.

SITE & VICINITY

The subject property includes two parcels totaling 8,158 sq. ft. The rectangular shaped site has approximately 76' of frontage along Stone Way N. and a depth of 106'. Two alleys form the site's north and west perimeters. The site descends roughly four feet from the northeast corner to its southwest corner. The site does not have mapped environmentally critical areas.

Located in the Wallingford Residential Urban Village and within the boundaries of the Wallingford neighborhood specific design review guideline area, the site lies within a Neighborhood Commercial (NC) and Commercial (C) corridor that extends from N. 36th St. on the south to N. 50th St. where Stone Way N. merges into Green Lake Way N. For the most part, single family zoned neighborhoods lie to the east and west of the corridor. One block to the west (across Midvale Ave. N) a Lowrise Two (LR2), multi-family district, separates the single family zone bordering the site with the Aurora Ave. corridor. Bordering the site to the west and south are single family residences. A mixed use structure lies to the south. Commercial buildings occupy lots directly to the north and across Stone Way N.

A minor arterial street, Stone Way North runs north and south bound connecting Wallingford, North 45th Street, the Green Lake area, Fremont, and the north Lake Union waterfront. A separate bike lane travels north bound along Stone Way N. and a shared vehicle/bike lane (sharrow) runs southbound. The two streets bordering on the north and south are classified as local streets. On-street parking occurs on the south side of N. 44th St. and on both sides of N. 43rd St. The city permits street parking on both sides of Stone Way N. Bus stops can be found on the blocks directly north and south of the site

ANALYSIS - DESIGN REVIEW

Public Comments

Approximately twenty members of the public attended the Early Design Review meeting, raising the following issues:

Alley Access and Circulation

- Prefers parking access from the alley on the north side of the site. The other alley (north/south bound) is too congested.

- More cars and pedestrians on alley generate an increase in traffic conflicts.
- Traffic is a real dance in the neighborhood.
- Frequent accidents occur on Stone Way.
- Residents do not want more noise and traffic on the alley.
- Prefers access from Stone Way.
- Provide directional signage on the alley.

Retail on Stone Way N.

- Skeptical that retail on Stone Way will attract business.

Building Mass and Scale

- Provide substantial setbacks on the west side of the project.
- The upper level bulk on the west should not be allowed to justify the glorified airshaft on the south elevation.
- The front of the building has a nice sense of scale. The reveal is pleasing.
- The size, density and scale of the proposal should relate to the adjacent single family zone.
- Guideline B-1 cited (Wallingford Guidelines). Projects should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale. The proposal does not respond to B-1.
- The adjacent single family home is not shown on the plans. The drawings for the project dismiss this relationship.
- The presentation ignored the houses behind the project.

Privacy

- Privacy is an issue for the single family residents to the west and to the residents of the adjacent house to the south.
- Units should not look into the houses and yards of the neighbors.

Landscaping and Open Space

- Will the proposed swale on Stone Way N. interfere with people getting in and out of their cars?
- Agrees with the architect that placing the rooftop open space close to Stone Way makes sense.
- Guideline E-2 cited (Wallingford Guidelines). Landscaping should be used to visually and physically buffer adjacent single family houses and residential developments.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings". The Wallingford Neighborhood specific guidelines are summarized below. For the full text please visit the Design Review website.

PRIORITIES

Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on

prominent intersections, unusual topography, significant vegetation and views or other natural features.

Wallingford-specific supplemental guidance:

- **Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks.**
- **Design public and private outdoor spaces to take advantage of sun exposure.**
- **Development along North 45th Street, Stone Way North and other north-south streets south of North 40th Street with water, mountain and skyline views should use setbacks to complement and preserve such views from public right-of-ways.**

A-2 **Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

Wallingford-specific supplemental guidance:

- **Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features.**
- **Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.**

The unusual condition of three rights of way bordering the site should be more carefully considered. See more Board explication under A-8, D-1, and D-8.

A-3 **Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

Wallingford-specific supplemental guidance:

- **Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).**

A-4 **Human Activity. New development should be sited and designed to encourage human activity on the street.**

Wallingford-specific supplemental guidance:

- **If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, particularly along North 45th Street, where existing sidewalks tend to be too narrow.**
- **Outdoor dining, indoor-outdoor commercial/ retail space, balconies, public plazas and**
  outdoor seating are particularly encouraged on lots located on North 45th Street and Stone Way North.

The unusually wide sidewalk provides opportunities to provide interesting landscape features between the storefront and the curb. Consider reducing the division between interior and exterior at the commercial spaces by increasing transparency, installing operable windows (or roll-up garage doors as suggested by the architect), and bringing materials and pattern pavements from indoors to outdoors.

A-5 <u>Respect for Adjacent Sites</u>. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The applicant needs to show how the project responds to the adjacent house to the south and to the single family homes to the west. See the discussion in B-1 guideline. In future renderings, the larger context will need to be shown. Cross sections will help clarify the relationship of the neighboring structures with the proposal.

A-7 <u>Residential Open Space</u>. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Wallingford-specific supplemental guidance:

Maximize open space opportunity at grade (residential or mixed-use projects):

- **Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.**
- **Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.**

The Board agreed with the applicant's approach that roof top open space should be located near Stone Way N. rather than on the east or south side of the structure.

A-8 <u>Parking and Vehicle Access</u>. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Wallingford-specific supplemental guidance:

- **Structured parking entrances should be located on side streets or alleys.**

See Board guidance for D-8. Although parking access and lay out of spaces may maximize the number of potential stalls, the problematic configuration burdens the functional use of the north/south bound alley (backing in and out) and presents sightline (corner) and pedestrian and vehicular safety issues at the alley and Stone Way. A one way in and out of the garage may be more appropriate. Further analysis by SDOT and a traffic consultant is in order.

A-10 <u>Corner Lots</u>. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Wallingford-specific supplemental guidance:

- **Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.**
- **Provide definition at main gateways to Wallingford (North 45th Street and I-5; North 45th Street and Stone Way North; and Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."**
- **Provide definition at other main intersections.**

- **Developers are encouraged to propose larger setbacks to provide for wider sidewalks**
  or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.
- **Typical corner developments should provide:**
  - a main building entrance located at corner;
  - an entrance set back to soften corner and enhance pedestrian environment; and
  - use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it.

B. Height, Bulk and Scale

B-1 **<u>Height, Bulk, and Scale Compatibility</u>. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

Wallingford-specific supplemental guidance:

- **Cornice and roof lines should respect the heights of surrounding structures.**
- **Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.**
- **To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.**
- **Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures**
  and sun exposure of public spaces, including streets and sidewalks.
- **For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.**
- **Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.**
- **Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade along the street or between zones.**
  Be sensitive to public views on North 45th Street, Stone Way North and north-south avenues south of North 40th Street:
- **Consider stepping back floors five feet per floor.**
- **Notching or setbacks at corners of buildings or ground floors are encouraged.**

The idea of locating an airshaft on the south façade merits further study. It appears that daylight into the units and views are compromised.

Due to the changes in zones at the alley, the design should respond to the guidance (see above) to provide "additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade … between zones."

C. Architectural Elements and Materials

C-1 <u>Architectural Context</u>. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Wallingford-specific supplemental guidance:

Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include: solid kick panels below windows; large storefront windows; multi-pane or double hung windows with transoms or clerestories lites; high level of fine grained detailing and trim; high quality materials, such as brick and terra-cotta; canopies; variable parapets; cornices . New buildings should strive for a contextual approach to design. A contextual designapproach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.

Base

- **Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.**
- **Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).**

Middle

- **Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.**
- **Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.**
- **Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.**

Top

- **Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.**

The context of Stone Way N. continues to evolve. New projects are primarily mixed use, increasing the numbers of residents, retail commercial opportunities and the amount of plazas and open space along the corridor. Rather than a boundary between Wallingford and Fremont, Stone Way is transitioning into a destination for a larger audience than solely the building trade.

C-2 <u>Architectural Concept and Consistency</u>. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Wallingford-specific supplemental guidance:

- **The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.**
- **Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.**
- **Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.**

Signage

- **Signage should reflect the pedestrian scale of the neighborhood.**
- **Generally, individualized, externally illuminated signs are preferred over internally illuminated, rectangular box signs.**
- **Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.**
- **Creative, detailed, artistic and unique signage is encouraged.**
- **The use of icons, symbols, graphic logos or designs that represent a service or occupation are preferable to standardized corporate logos.**
- **Pole signs of any type are discouraged.**

The Board questioned whether the treatment of the west and east facades should be similar. The two elevations face very different conditions.

A discussion ensued on the tautness of the cladding and whether the sketches accurately reflected the relationship of the windows and the cladding.

C-3 <u>Human Scale</u>. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Wallingford-specific supplemental guidance:

- **Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.**
- **Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.**

C-4 <u>Exterior Finish Materials</u>. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The detailing of the windows and other cladding materials will need to be highly developed by the Recommendation meeting. Renderings should accurately represent the architect's intention of how the cladding expresses itself.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The Board seeks to minimize potential conflicts between the various vehicle movements that include backing into the alley, maneuvering through the alleys, and turning from one right of way onto another.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Wallingford-specific supplemental guidance:

Provide convenient, attractive and protected pedestrian entry for both business and upper story residential uses.

- **Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.**
- **Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.**

Reiterating comments from the public, the Board questioned the safety of pedestrians given the relationship of the retail space and the alley. The applicant should study this and begin discussions with DPD and SDOT about ways of minimizing vehicular and pedestrian conflicts at the alley. One strategy could entail stepping the storefront façade away from the alley to provide more space.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Wallingford-specific supplemental guidance:

- **Long, undifferentiated surfaces, facades or store frontages are strongly discouraged.**
- **In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.**
- **Locate and design ground floor windows to maximize transparency of commercial façade and attract pedestrian interest.**
- **Large windows that open to facilitate indoor-outdoor interaction with street are encouraged.**
- **Windows on walls perpendicular to the street are encouraged.**

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

D-7 **<u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

Wallingford-specific supplemental guidance:

- **In residential projects, discourage solid fences that reduce security and visual access from streets.**

Lighting:

- **Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.**
- **Consider installing lighting in display windows that illuminates the sidewalk.**
- **Fixtures that produce glare or that spill light to adjoining sites, such as "wallpacks," are discouraged.**
- **Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.**

Most new projects proposed on Stone Way will have globe lights in their plazas or close to the Stone Way right of way.

D-8 **<u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.**

The site's unusual condition of having two alleys, both of which are narrow and will likely need two feet of dedication of property presents challenges for access. The Board prefers the primary access into the garage to occur on the north/south bound alley rather than the east/west alley. Having vehicles back out of parking spaces as shown on the ground level floor plan of the preferred scheme produces greater conflicts on the alley than an "in and out" configuration with egress occurring on the east/west alley. The turn from one alley into another as well as two way traffic along both alleys add up to quite problematic conditions. The Board noted that designing the configuration was beyond its responsibility and urged the applicant to work with DPD and the Seattle Department of Transportation to find a workable solution. Directional signage might improve the alley's functionality.

Vehicles crossing the sidewalk at the alley and Stone Way may generate unsafe conditions for pedestrians, bicyclists and drivers making left turns. This should also be studied and discussed with appropriate departments.

D-9 **<u>Commercial Signage</u>. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

The applicant should develop the location and type of signage for the Recommendation meeting.

D-10 <u>Commercial Lighting</u>. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

The applicant will need to provide a concept lighting plan for the Recommendation meeting.

D-11 <u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 <u>Residential Entries and Transitions</u>. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. Landscaping

E-1 <u>Landscaping to Reinforce Design Continuity with Adjacent Sites</u>. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Wallingford-specific supplemental guidance:

- **Flower boxes on windowsills and planters at entryways are encouraged.**
- **Greening of streets lacking trees, flowers and landscaping is strongly recommended.**

E-2 <u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Wallingford-specific supplemental guidance:

- **Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.**

  Employ landscaping techniques, such as those stated in this guideline, to provide privacy and a buffer between the single family houses to the west and south and the upper level residential units.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on September 28, 2011.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on January 23, 2012 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Approximately twelve members of the public affixed their names to the Recommendation meeting sign-in sheet, raising the following issues:

Building Mass and Scale

- The proposed color scheme will help visually to reduce the bulk of the structure.
- Increase the building setback on the alley.

Landscaping and Open Space

- Add more landscaping along the alley, particularly along the wall.
- Landscaping on Stone Way N. appears satisfactory. Add more landscaping along the alley.
- Ensure on-site stormwater detention.

Lighting

- Make the screen wall separating the two parking areas entirely opaque rather than translucent on the upper portion in order to prevent light spillage.
- Evaluate whether the lighting fixtures on the alley are too high. Lower these if necessary to avoid light spillage.
- Prevent light leakage from the roof deck.

Noise

- The noise from the garage door on the alley will impact the neighbors.
- The noise from the exhaust fans from the garage will also impact the adjacent residents.

Aesthetics

- The wood accents on the west elevation are a nice feature.
- The architect's design shows restraint.

Parking

- The garage has an inadequate number of spaces.

A. Site Planning

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Wallingford-specific supplemental guidance:

- **Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features.**
- **Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.**

The Board expressed its satisfaction with the building's relationship to Stone Way N. and the two alleys.

A-4 <u>Human Activity</u>. New development should be sited and designed to encourage human activity on the street.

Wallingford-specific supplemental guidance:

- **If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, particularly along North 45th Street, where existing sidewalks tend to be too narrow.**
- **Outdoor dining, indoor-outdoor commercial/ retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on North 45th Street and Stone Way North.**

The architect added roll-up garage doors for two of the storefront bays along Stone Way N. If the commercial tenant utilizes the doors, the relationship of the storefront and the commercial corridor should help enhance pedestrian activity.

A-5 <u>Respect for Adjacent Sites</u>. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The west elevation sets back at the upper most level in response to earlier Board guidance. The architect also proposes a lighter skin at this floor to decrease the appearance of building bulk. The Board endorsed these measures.

A-7 <u>Residential Open Space</u>. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Wallingford-specific supplemental guidance:

Maximize open space opportunity at grade (residential or mixed-use projects):

- **Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.**
- **Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.**

The Board did not act to alter the arrangement of the private deck on the second level in spite of the bio-retention planter's bulk and the lack of access for the two other adjacent units all of which serve to limit this outdoor amenity.

A-8 <u>Parking and Vehicle Access</u>. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Wallingford-specific supplemental guidance:

- **Structured parking entrances should be located on side streets or alleys.**

With widening and other improvements to the alleys, the Board tacitly agreed with the parking layout. Widening of the two alleys will allow vehicles to travel in both directions.

A-10 <u>Corner Lots</u>. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Wallingford-specific supplemental guidance:

- **Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.**
- **Provide definition at main gateways to Wallingford (North 45th Street and I-5; North 45th Street and Stone Way North; and Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."**
- **Provide definition at other main intersections.**
- **Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.**
- **Typical corner developments should provide:**
  - a main building entrance located at corner;
  - an entrance set back to soften corner and enhance pedestrian environment; and
  - use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it.

Although the development site sits mid-block, the east/west bound alley creates a corner condition at Stone Way N. The Board expressed its desire to see the specialness of the corner emphasized with further enhancements. See the Board's recommendation for the corner under C-2.

B. Height, Bulk and Scale

B-1 <u>Height, Bulk, and Scale Compatibility</u>. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Wallingford-specific supplemental guidance:

- **Cornice and roof lines should respect the heights of surrounding structures.**
- **Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.**
- **To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.**

- **Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures**
  and sun exposure of public spaces, including streets and sidewalks.
- **For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.**
- **Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.**
- **Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade along the street or between zones.**
  Be sensitive to public views on North 45th Street, Stone Way North and north-south avenues south of North 40th Street:
- **Consider stepping back floors five feet per floor.**
- **Notching or setbacks at corners of buildings or ground floors are encouraged.**

The Board approved the design and placement of the airshaft with its vertical planting screen at the south elevation.

The revised design sets the structure back from the west alley at the upper level and uses plants and a lighter color to visually reduce the building bulk.

C. Architectural Elements and Materials

C-1 <u>Architectural Context</u>. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Wallingford-specific supplemental guidance:

Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include: solid kick panels below windows; large storefront windows; multi-pane or double hung windows with transoms or clerestories lites; high level of fine grained detailing and trim; high quality materials, such as brick and terra-cotta; canopies; variable parapets; cornices .
New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.

Base

- **Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.**
- **Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).**

Middle

- **Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.**
- **Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.**
- **Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.**

Top

- **Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.**

C-2 **<u>Architectural Concept and Consistency</u>. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

Wallingford-specific supplemental guidance:

- **The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.**
- **Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.**
- **Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.**

Signage

- **Signage should reflect the pedestrian scale of the neighborhood.**
- **Generally, individualized, externally illuminated signs are preferred over internally illuminated, rectangular box signs.**
- **Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.**
- **Creative, detailed, artistic and unique signage is encouraged.**
- **The use of icons, symbols, graphic logos or designs that represent a service or occupation are preferable to standardized corporate logos.**
- **Pole signs of any type are discouraged.**

After considerable and thoughtful deliberation, the Board recommended several changes to the east façade. The depth of the vertical reveal's exterior finish, composed of wood, should be set back by twice the amount as shown on the plans. This will provide greater depth and more interesting shadow upon the elevation.

The east elevation's planar quality, its taut materiality and lack of depth, generated the Board's consternation as it belied the more nuanced elevation shown at the EDG meeting. Although the overall façade composition and color were not questioned, the Board asked for more depth and greater vertical emphasis on the north side of this elevation. The Board's directive included making the vertical element more legible, adding greater detailing at the corner window and placing greater emphasis on wrapping the fenestration at all levels around the northeast corner to the alley. Changes should include altering the detailing of the skin and increasing the windows' depth and trim to provide greater richness and detail to the east façade. The Board members did not want additional colors on the north or east elevations.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Wallingford-specific supplemental guidance:

- **Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.**
- **Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.**

In order to enhance the sense of human scale, the Board recommends conditions discussed in guidance C-2.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

See comments and recommendations for C-2. The Board did not ask for a change of materials but recommended that the design revision provide increased detailing that provides a greater depth to the east façade.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Based on the proposed improvements to the two alleys (including landscaping and widening), the Board did not request any changes to the design of the parking entrances.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Wallingford-specific supplemental guidance:

Provide convenient, attractive and protected pedestrian entry for both business and upper story residential uses.

- **Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.**
- **Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.**

The Board did not expand upon its comments from the EDG meeting.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

D-7 **<u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

Wallingford-specific supplemental guidance:

- **In residential projects, discourage solid fences that reduce security and visual access from streets.**

Lighting:

- **Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.**
- **Consider installing lighting in display windows that illuminates the sidewalk.**
- **Fixtures that produce glare or that spill light to adjoining sites, such as "wallpacks," are discouraged.**
- **Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.**

Lights at the alley should assist in ensuring a secure environment and avoiding illumination onto adjacent residences.

D-8 **<u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.**

Based on the proposed parking garage design and the improvements to the alley, the Board did not recommend changes to the building's interface with the two alleys.

D-9 **<u>Commercial Signage</u>. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

The Board did not offer comments on the signage as shown in the Recommendation presentation booklet.

D-10 **<u>Commercial Lighting</u>. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

Based on some of the neighbors' concerns for safety and light leakage onto nearby properties, the Board recommended several changes to the lighting plan. 1) The applicant will provide photometrics of the alley lighting showing reduced light spillage to the planner for his review and approval. 2) Place lighting fixtures below the parapet height on the roof. 3) Shield the fluorescent lights located on the garage ceiling. 4) Locate the fourth floor balcony light fixtures below the parapet or beneath the top of the outer balcony wall.

D-11 <u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The Board tacitly approved of the two window types, roll-up garage doors and the other more traditional glazing for the storefronts.

E. Landscaping

E-1 <u>Landscaping to Reinforce Design Continuity with Adjacent Sites</u>. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Wallingford-specific supplemental guidance:

- **Flower boxes on windowsills and planters at entryways are encouraged.**
- **Greening of streets lacking trees, flowers and landscaping is strongly recommended.**

The applicant has agreed to plant trees in the neighbor's yard to the south.

E-2 <u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Wallingford-specific supplemental guidance:

- **Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.**

With the removal of a large Norwegian Maple in the right of way, the applicant has proposed replacing it with a mature tree in kind. The Board conditioned the installation of a mature tree. The exact size and species will depend upon the Seattle Department of Transportation's specifications**.**

Board Recommendations: The recommendations summarized below were based on the plans submitted at the January 23, 2011 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans

and other drawings available at the January 23rd public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND-ATION
1. Depth of Commercial Use SMC 23.47A.008B.3.a	30' average depth.	Total average depth for both commercial spaces equals 23'6 ½".	▪ South bay has roll up garage doors to extend commercial space to wide sidewalk for sidewalk café.	Approval

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1) The depth of the wood finish on the vertical reveal should be set back by twice the amount as shown on the plans and presentation drawings. This will provide greater depth and more interesting shadow on the elevation. (C-2, C-4)
2) Make the vertical element of the east façade (the north portion) more legible by a) adding greater detailing at the corner windows, b) providing greater emphasis on the wrapping of the fenestration at all levels around the northeast corner to the alley, and c) altering the detailing of the skin by stepping the glazing back from the wall plane to provide a sense of depth.
3) The applicant shall not apply additional colors on the north or east elevations. (C-2)
4) Increase the detailing of the building skin to provide a greater depth to the east façade. (C-4)
5) Provide photometrics of the alley lighting to the planner for his review in order to prevent light spillage. (A-5, D-7, D-10)
6) Place lighting fixtures below the top of the parapet at the roof deck. (A-5, D-7, D-10)
7) Shield the fluorescent lights located on the garage ceiling. (A-5, D-7, D-10)
8) Locate the light fixtures on the fourth floor balcony below the parapet or beneath the top of the outer balcony wall. (A-5, D-7, D-10)
9) Install a mature street tree in the Stone Way planting strip subject to SDOT's specifications. (E-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated September 27, 2011. The information in the checklist,

project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

As the project will be at grade, only a minor amount of excavation to construct the mixed use structure will be necessary. The excavation will consist of an estimated removal of 100 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the apartment building may last approximately 14 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 100 cubic yards of soil are expected to be excavated from the project site. Another 400 cubic yards of backfill will be contributed. The soil removed for the foundation will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 50 round trips with 10-yard hauling trucks or 25 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Stone Way N. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the

size and location of this proposal, green house gas emissions, traffic, parking impacts and public view protection warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Transportation

The Department of Planning and Development requires a two foot widening of both adjacent alleys. This will increase the width of the alleys from 12 to 14 feet. The project would accommodate an American Association of State Highway and Transportation Officials (AASHTO) "P" passenger vehicle (large SUV) within the garage on the north alley and would accommodate an AASHTO midsize vehicle within the parking stalls along the west alley. Vehicle movements would be accommodated along both alleys and within available alley widths for a single movement at a time in either direction. The traffic consultant, Transportation Engineering Northwest, does not anticipate operational or safety issues with respect to dual-direction alley operations. Turning movements at the west alley/north alley and the north alley /Stone Way intersections are consistent with other locations along Stone Way. The addition of a mirror at the north alley termination with the Stone Way sidewalk, sightlines would be enhanced to reduce the potential for vehicle-pedestrian conflicts.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The development site lies within the Wallingford Urban Village which, based on the Land Use Code section 23.54.015, does not require residential parking. The applicant intends to supply 19 on-site parking spaces. Potential spillover parking would be accommodated by on-street parking with 800 feet of the development site.

Historic Preservation

The two existing structures, built in 1921 and 1924, were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing buildings would meet the standards for designation as an individual landmark.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. The depth of the wood finish on the vertical reveal should be set back by twice the amount as shown on the plans and presentation drawings.
2. Make the vertical element of the east façade (the north portion) more legible by a) adding greater detailing at the corner windows, b) providing greater emphasis on the wrapping of the fenestration at all levels around the northeast corner to the alley, and c) altering the detailing of the skin by stepping the glazing back from the wall plane to provide a sense of depth.
3. The applicant shall not apply additional colors on the north or east elevations.
4. Increase the detailing of the building skin to provide a greater depth to the east façade.
5. Provide photometrics of the alley lighting to the planner for his review in order to prevent light spillage.
6. Place lighting fixtures below the top of the parapet at the roof deck.
7. Shield the fluorescent lights located on the garage ceiling.
8. Locate the light fixtures on the fourth floor balcony below the parapet or beneath the top of the outer balcony wall.

Prior to Building Application

9. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

10. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of all Construction Permits

11. Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

12. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

13. Install a mature street tree in the Stone Way planting strip subject to SDOT's specifications.

For the Life of the Project

14. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392) or by the Design Review Manager. Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

15. Attach a copy of the PSCAA demolition permit to the building permit set of plans.

16. A construction traffic management plan shall be submitted to DPD and SDOT prior to the beginning of construction.

17. Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Stone Way N.

During Construction

18. Condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

19. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:

    A. Surveying and layout.
    B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).

C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

20. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

    a) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
    b) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
    c) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
    d) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

21. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

22. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

For the Life of the Project

23. Place a mirror at the north alley termination with the Stone Way N. sidewalk, in order to enhance sightlines and to reduce the potential for vehicle-pedestrian conflicts.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: February 23, 2012
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:bg

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